

Patent Claims:

1. A method of increasing the driving stability during electronically controlled braking operations in motor vehicles with rear wheels that are or can be rigidly or substantially rigidly coupled,
characterized in that when a ' μ -split' driving situation is detected by the brake control unit used to perform the control tasks, the pressure modulation of the front wheel being at a low coefficient of friction and undergoing electronic control is adopted for both wheels of the rear axle without substantial changes.
2. The method as claimed in claim 1,
characterized in that the adopted pressure modulation is only adapted depending on specific physical properties of the brake system, such as hydraulic differences of the front-wheel brakes and rear-wheel brakes.
3. The method as claimed in claim 2,
characterized in that an adaptation is effected by differently weighting pressure increase times and pressure reduction times on the rear axle.
4. The method as claimed in at least one of the previous claims,
characterized in that in parallel to the adoption of the pressure modulation, further ABS control functions which act on the rear axle are parallel active so that e.g. pressure is reduced on both rear wheels when

an unstable wheel behavior is imminent on at least one rear wheel.

5. Electronic motor vehicle brake system, characterized in that a method as claimed in the previous claims is performed in a microprocessor of an electronic brake control unit.